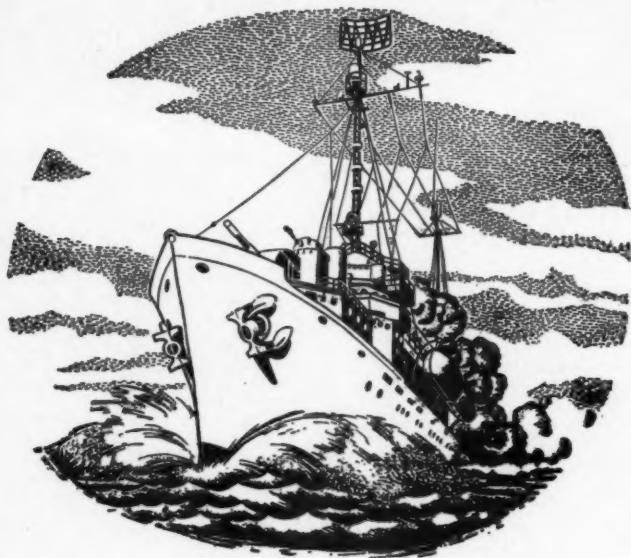


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GENERAL INFORMATION

U.S. COAST GUARD



BULLETIN



DECEMBER 1952

VOLUME 8

CG 134

NUMBER 6

This Copy Intended for Ten Readers
DO YOUR PART—PASS IT ALONG

**The Printing of This Publication Has Been
Approved by the Director of the Bureau
of the Budget, 23 September 1949**

Distribution (SDL No. 51) :

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D: all (1 ea).

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U.S. COAST GUARD BULLETIN...



Washington, D. C.—December 1952

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The Story of the

COAST GUARD SEAL

"Semper Paratus"—these words on the Coast Guard seal represent to all Coast Guard men the proud tradition of the Coast Guard for over a century and a half. The thought of the Coast Guard without its Latin, "always ready," is beyond our conception. Members of the service often see the Coast Guard emblem, with its shield and cross anchors, and its "Semper Paratus" with no thought of the history of that familiar seal.

Only in comparatively recent history, has there been an official emblem. For one hundred and thirty-seven years, the Coast Guard enforced the laws of the land, fought in its wars, and protected the life and property of its citizens without the dignity of an official emblem.

In 1927 the seal was officially authorized by the Honorable Andrew W. Mellon, Secretary of the Treasury, under President Calvin Coolidge. As shown in one of the accompanying illustrations, on the 27th day of February of that year, the Secretary wrote to the commandant of the Coast Guard, RADM Frederick C. Billard, approving the design of the official emblem and describing it in duly official language.

A Coast Guard civilian employee, Oscar H. Kee, now in the Communications Center but then an engineering draftsman at Headquarters, designed the emblem. He also designed the Pistol and Rifle Sharpshooter's Medal now issued by the service.

However, back in 1790, when Alexan-

der Hamilton founded the Revenue Cutter Service, there were no insignia and no uniform regulations for the crews of the first cutters. Nine years later, Congress got around to authorizing the revenue cutters to fly what is known today as the Coast Guard ensign and pennant. The only change in the ensign from that day to this was made in 1927 when the newly authorized Coast Guard seal was centered on the seventh red stripe.

So that the year 1927 brought the Coast Guard an official seal, with the words "Semper Paratus" centered above and below the shield, and the legend "United States Coast Guard—1790" within the space between the two circles superim-



Official approval of the seal.



TREASURY DEPARTMENT

WASHINGTON

26 February, 1927.

The Commandant,
United States Coast Guard,
Washington, D. C.

Sir:

It is hereby prescribed that the distinctive seal and emblem of the United States Coast Guard shall be the approved design which accompanies this letter, in general terms to wit: a shield having thirteen vertical stripes and a field--the field and seven stripes, commencing with the outer stripes, to be in solid color and the remaining six stripes in white--to be placed, with the words "Semper Paratus", within the inner of two concentric circles, the word "Semper" above and the word "Paratus" below the shield, both words to be curved and centered; within the space between the two circles the words "United States Coast Guard, 1790" are to be placed, curved and centered, with the "1790" at the bottom; the whole of the above to be superimposed and centered upon two old fashioned anchors, flukes downward, stocks in same plane as flukes, said anchors to be crossed so that the shanks are at an angle of 90 degrees with each other.

Respectfully,

A. W. MELLON,
Secretary of the Treasury.

posed upon two old fashioned crossed anchors. After 137 years of faithful service, the United States Coast Guard had been rewarded with an official emblem.

The colors of the component parts of the official seal and emblem are as follows: the shield, top--navy blue; seven bars--red; six inner bars--white; two circles--navy blue; "Semper Paratus"--navy blue; "United States Coast Guard--1790," in navy blue; all the background in both circles--white; rings on anchors--black; four bands on each anchor stock--black; stock of anchor--natural wood color; Shank, Arm, Fluke, Pea and Crow of Anchor--battleship gray; and background--white.

Before the official adoption of the pres-

ent seal, the Coast Guard having nothing of the sort merely used an imprint, "U. S. Coast Guard" on the letterhead of the Treasury Department which, today as it did then, carries the Treasury scales and key emblem.

The origin and history of adoption of the motto, "Semper Paratus" is clothed in much mystery to this day. According to Mr. Kee, the origin goes far back probably into the 18th century of the service. The motto seems to have been so associated and indicative of the character of the Coast Guard, that it was quite naturally included in the seal and emblem.

It is known that an editorial in the *Army and Navy Journal* dated November 26, 1864, on the subject of the Revenue Cutter Service stated in part: "Keeping

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always under steam and *ever ready*, in the event of extraordinary need, to render valuable service, the cutters can be made to form a coast guard whose value it is impossible at the present time to estimate." Whether this use of the English translation of "Semper Paratus" in the editorial was the first association of the expression with the Coast Guard or not is a moot question. Captain Stephen H. Evans, in his book, "A Definitive History of the Coast Guard" believes this occasion to be the first such association.

RADM Shephard Lauds U. S. Vessels' Safety Record

Delegates attending the recent National Safety Council convention held in Chicago were told by Rear Admiral Halert C. Shephard, Chief, Merchant Marine Safety, Headquarters, that ships of the American Merchant Marine have consistently had better safety records than foreign-flag vessels.

RADM Shephard quoted figures from Lloyd's of London to show that in 14 out of the last 18 peace years American losses had been less, in proportion to size of the United States fleet, than the annual losses of United Kingdom merchant ships. In every year the American percentage loss figure was well below the world loss percentage, he added.

Addressing a breakfast meeting of the Coast Guard session, Admiral Shephard listed seven outstanding accomplishments during the year:

1. The formation of the National Cargo Bureau, Inc., to serve as a clearing house for shippers and ship owners as to the proper stowage of dangerous cargo.
2. Promulgation of cargo gear regulations to be administered by the American Bureau of Shipping and designed to prevent accidents to longshoremen and harbor workers.
3. Requirements for the further strapping and strengthening of T2 tankers built during the war, to make them more seaworthy.
4. Preparation of a manual for guidance of ships masters in the proper dis-

tribution of cargo to avoid undue stress on T2 tankers.

5. The first major revision of the Coast Guard's General Rules and Regulations pertaining to the design, construction, operation and manning of merchant vessels.

6. A program to correct unsafe practices on shipboard.

7. Completion of the *SS United States*, which exceeds international and national standards in safety design and construction.

Captain Gordon Littlefield, Executive Secretary of Merchant Marine Council, Commander Paul E. Savonis, Chief, Casualty Section and Commander Leonard E. Penso, Equipment Approval Section, joined RADM Shephard in a discussion of safety practices and techniques at the morning meeting of the last session on the 3-day program. The annual meeting was concluded by a joint luncheon with the Propeller Club, Port of Chicago.

Some Ammonium Nitrate Restrictions Are Removed

The Commandant has issued instructions removing some of the restrictions that have been in force since the Texas City disaster in 1947 on the shipboard transportation of certain ammonium nitrate fertilizer mixtures.

The new instructions apply specifically to materials which are described as "calcium ammonium nitrate fertilizer, a homogeneous mixture of approximately 60 percent ammonium nitrate and 40 percent limestone and/or dolomite—20 percent nitrogen content."

Such fertilizer materials, under the new instructions, now may be transported aboard vessels in accordance with the regulations, "Explosives or Other Dangerous Articles on Board Vessels" as they pertain to nitrates, not otherwise specified, and loaded or discharged at any waterfront facility which meets port security and local regulations.

Heretofore these ammonium nitrate fertilizer mixtures could be loaded or unloaded only at isolated waterfront

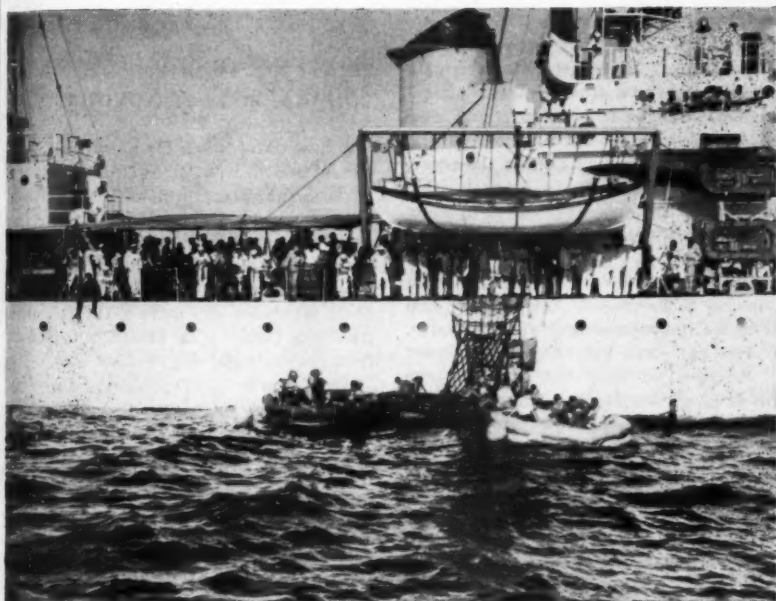
(Continued on page 122)

An OSV Demonstration



Scenes of the Ocean Station Vessel Demonstration and Search and Rescue survival drill held by the CGC *Iroquois* at Honolulu for civil airlines, CAA, Navy and Air Force personnel. The purpose was to provide realism in the continuing S & R and survival training program. *Top left*—RADM L. W. Perkins, Commander, 14th District speaks about the program while on the right CAPT Oscar C. Rohnke reviews the history of the OSV program and operation. *Lower right*—RADM R. T. McElligott, Commander, Western Area takes part.

And a S & R Survival Drill . . .



(Continued from page 119)

facilities meeting the requirements of federal and local regulations covering dangerous cargoes. Such restrictions tended to hamper the free movement of fertilizers.

The new instructions were issued by Vice Admiral Merlin O'Neill, Commandant of the Coast Guard, on the recommendation of the Interagency Committee on the Hazards of Ammonium Nitrate. This committee was formed by the Secretary of the Treasury in 1947 shortly after the shipboard explosion of ammonium nitrate fertilizer in the harbor of Texas City, Tex.

The committee is composed of interested Government departments and agencies and representatives of industry. Working through the National Academy of Sciences Advisory Committee on the Hazards of Ammonium Nitrate Transportation, the Interagency Committee has provided for continuing studies to determine the behavior and properties of ammonium nitrate fertilizer mixtures. The findings of these committees are the basis of the instructions being issued today.

The reports of these committees stated that mixtures of 60 percent ammonium nitrate with 40 percent of ground limestone and/or dolomite do not create any unusual hazards beyond those which are well recognized for oxidizing materials.

However, the committee called attention to certain facts which it feels should be taken into account in regulations for water transportation. It recommended that:

"If the material is shipped in bulk and becomes caked in the hold of a ship, it is not safe to break up the caked material by blasting with explosives.

"When fighting a fire in which these materials are involved, the fire should be flooded with a large amount of water, since it is not possible to extinguish such fires with steam or other smothering agents. The presence of the nitrate provides sufficient oxygen to support a fire even though air is excluded.

"As in the case of all stowage of oxidizing materials, including all other nitrates of this character, the amount of

combustible dunnage used should be kept at a minimum in order to reduce the extent and intensity of a fire, should one start in the hold where this material is stowed."

New Bottom Paint Means \$50,000 a Year Savings

A new paint, used for the bottoms of Coast Guard wooden boats, saved the government \$50,000 in 1952 and will mean a continual \$50,000 saving each year the paint is used.

Developed by the wartime Office of Scientific Development and Research, the paint was used extensively for the first time this year. It is radically different from conventional marine formulas.

According to the Testing and Development Division, the paint has a vinyl resin base which allows for the application of much greater quantities of cuprous oxide than was previously possible. Cuprous oxide is an oxide of copper which combats marine growth.

In 1950 the new paint was applied to wooden bottomed boats in Norfolk, Va., and a year later to boats in Miami, Fla., and Long Beach, Calif. It was found that these boats required only one repainting a year instead of the customary three, and that in some cases the paint repelled marine growth for over 18 months.

Reports show that the new paint, now being used throughout the Coast Guard is easier to apply and that it dries in approximately 30 minutes. This means that the boat can be touched up when it is hauled out of the water for propeller inspection, thus eliminating the need for special drydocking.

The familiar expression, "They Have To Go Out", which has become almost a slogan of the Coast Guard, is generally accredited to Oliver M. Maxam, one-time Headquarters civilian chief of operations, who came to the Coast Guard from the former Life Saving Service at the time of the integration in 1915.

New Merchant Vessel Regulations Drawn

Coincide With 1948 International Convention for Safety

An important step forward in the development of minimum international safety standards at sea has been announced by the Commandant.

The 1948 International Convention for the Safety of Life at Sea went into effect November 10 after ratification by the United States and other leading nations.

Made effective at the same time was the Coast Guard's revised rules and regulations covering the design, construction, operation and inspection of American merchant vessels. The purpose of the revision was to incorporate provisions of the 1948 Convention and to revise and bring up to date the requirements for merchant vessel inspection.

The new Convention provides for improved standards for safety of life at sea in the fields of ship construction, fire protection, lifesaving appliances, radio equipment, dangerous cargoes, and navigation generally.

The new convention would not cause any great change in Coast Guard regulations, since the safety standards of American merchant vessels already surpass the prevailing international standards.

Most of the changes made by the Convention have to do with lifesaving equipment. They include portable radio apparatus for vessels on international voyages having less than 20 lifeboats, and a mechanically propelled lifeboat for each cargo vessel. Lifeboat equipment must include such items as a bilge pump, first aid kit, two buckets instead of one, two buoyant heaving lines, one jackknife, two buoyant smoke signals, and 3 quarts of water per person instead of 1.

The new Rules and Regulations for passenger, cargo and miscellaneous vessels require periodic drydocking for inspection. The periods range from once a year for vessels in salt water service to once in 5 years for vessels in fresh water service. New cargo ships must be inclined to determine their stability, and

masters must be furnished with sufficient information to enable them to handle their ships properly.

The 1948 Convention represents the third great step in the development of minimum safety standards on an international basis. The first Convention, drafted in 1914, following the sinking of the British steamship *Titanic*, was a start in formulating safety standards for the protection of the travelling public.

A second convention was held in 1929, but such subjects as stability in damaged condition, fire protection in accommodation spaces, and protection of electrical installations were not covered to the degree sought by the Coast Guard. The 1948 Convention covers these subjects for the first time and also includes certain requirements relating to stability, fire extinguishing appliances, and life-saving equipment applicable to cargo vessels.

The Department of State has announced that these countries, in addition to the United States, have accepted the convention to date: Belgium, Canada, Denmark, France, Iceland, Israel, Italy, Japan, the Netherlands, New Zealand, Norway, Pakistan, Portugal, Sweden, the Union of South Africa, the United Kingdom of Great Britain and Northern Ireland, and Yugoslavia.

A Search and Rescue Group at Wake Island was established 1 October with component units consisting of Office, Commander SAR Group, Wake (including Rescue Coordination Center); Air Detachment and Loran Transmitting Station. The recent hurricane that hit Wake Island did considerable damage to Coast Guard equipment there and put the Loran station off the air for several days. However, soon after the storm construction of new buildings intended for the SAR group was under way again.

Secretary's Day—1952



Secretary's Day Held At CG Academy November 8

The Coast Guard Academy's annual Secretary's Day with its usual pattern of busy events took place on Saturday, 8 November with Secretary of the Treasury John W. Snyder as host. The Secretary was accompanied on the occasion by VADM Merlin O'Neill and by Mrs. Snyder and Mrs. O'Neill. The Secretary reviewed the corps of cadets Saturday morning and addressed the cadets at a luncheon that followed. He also attended the Academy-Rensselaer football game in the afternoon to see a well-drilled and hard-hitting Academy team down their opponents by a 49 to 12 score. A colorful cadet formal dance was held Saturday evening.

During his visit Secretary Snyder was made a member of the CG Academy Athletic Association.

In the picture at the top of the page the cadet battalion is reviewed by the



Secretary, the Commandant, RADM Arthur G. Hall, Superintendent of the Academy, CAPT Lee H. Baker, Assistant Superintendent, and CAPT Edwin J. Roland, Commandant of Cadets. The lower picture shows the cadet color guard during the Saturday morning review.

CAPT William E. Sinton Died 12 November

CAPT William E. Sinton, 44, died at Wailupe, Honolulu, of a heart attack on 12 November. He was born on 28 January 1908 at Denver, Colo., the son of Dr. William E. (deceased) and Edith V. Sinton. He received his early education in Colorado and was graduated from Helena High School, Helena, Mont., in 1926. He attended the State University of Montana for 1 year, and was a member of the U. S. Marine Corps Reserve (inactive duty) until he was discharged to enter the U. S. Coast Guard Academy, New London, Conn., as a cadet in August 1927.



CAPT Wm. E. Sinton

While at the Academy, he was on the football, basketball, and track teams. Graduated and commissioned Ensign on 15 May 1930, he subsequently was promoted in rank as follows: Lieutenant (jg), 15 May 1933; Lieutenant, 15 May 1935; Lieutenant Commander, 1 January 1942; Commander, 21 December 1943; and Captain, 26 January 1951.

His first assignment was aboard the Cutter *TAHOE*, from which he was detached in June 1930, to serve on the Cutter *ALGONQUIN*. In July he reported to Chief Inspector, Hull Construction General Engineering and Drydock Co., Oakland, Calif., for duty in connection with the commissioning of the Cutter *SEBAGO*, and for assignment to that ship when it was placed in commission. Detached from the *SEBAGO* in December 1930, he served in the Destroyer *TRIPPE*, and then reported to the Philadelphia, Pa., Navy Yard. There he performed duty in connection with reconditioning and equipping the Coast Guard Destroyer *GEORGE E. BADGER*, and served aboard that vessel when it was commissioned. He was detached from the *BADGER* and reported aboard the Coast

Guard Destroyer *SEMMES* in November 1932, serving until July 1933, when he was assigned to aviation training. He took preliminary instruction at Base 9, Cape May, N. J., and in November 1933, was assigned to the Naval Air Station, Pensacola, Fla. He was designated a Coast Guard Aviator on 11 September 1934, graduating as number one man in his class, with the highest average ever attained by a student at that time. He later was graduated from the Coast Guard Accelerated Helicopter Flight Training School, Brooklyn, N. Y., and the Coast Guard Advanced Instrument Flying Course School.

He reported for duty at the Coast Guard Air Station, Cape May, N. J., in October 1934. While relaxing on the deck of a cutter between air patrols, he rescued E. D. Hurley from drowning when Hurley's car plunged into the Wolf River, Memphis, Tenn., trapping Hurley inside the car under 12 feet of water. He was detached from Cape May in 1935 for assignment as flight instructor at Pensacola. In January 1936 he participated in the St. Petersburg to Havana annual yacht race, as a representative of the Naval Air Station, Pensacola. On 28 June 1937, despite painful personal injuries, he saved the life of student pilot Dailey, Aviation Machinist's Mate, U. S. Navy, by keeping Dailey afloat until aid arrived, following the crash of their seaplane.

After 2 years as an instructor, he was detached in June 1937, and assigned to the Coast Guard Air Station, San Diego, Calif. He received a letter of commendation on 12 March 1938 for the excellent handling of his plane under adverse weather conditions, in landing and taking off from Lake #1, San Gabriel Canyon, for the purpose of bringing out a seriously injured man. In July 1939, he was assigned as Assistant to the Inspector, Coast Guard aircraft, Hall Aluminum Aircraft Corp., Bristol, Pa.

In August 1940, he began a tour of duty at Coast Guard Headquarters, Washington, D. C., where he became Secretary of the Treasury Morgenthau's personal pilot in addition to his regular

duties as aviation personnel officer. He received a complimentary letter from Secretary Morgenthau for outstanding skill and plane handling in connection with a flight from Jacksonville to Savannah on 26 November 1940, when the Secretary was a passenger. He also received the Distinguished Flying Cross from the Secretary of the Treasury in recognition of extraordinary achievement and outstanding performance of duty while participating as the pilot of the Coast Guard airplane V-188 in an aerial flight on 3 October 1941.

From August 1943 to August 1944, he served as commanding officer of the Coast Guard Air Station, Port Angeles, Wash., and then was assigned to duty in the office of the Commander, Western Sea Frontier, San Francisco, Calif., as Air-Sea Rescue Liaison Officer. In May 1945, he returned to Coast Guard Headquarters to serve as Chief, Aviation Division until January 1946.

At that time he reported to Manila, P. I., for duty on the staff of Western Pacific Ocean Area, as liaison officer for the Air-Sea Rescue Agency (and Allied Forces). In connection with ASR operations, he visited various Army, Navy Air Bases at Samar and Palawan, P. I., Darwin, Brisbane, Sydney, and Melbourne, Australia; Shanghai, and Tsingtao, China; and Yokohama, Japan. He was awarded the Navy Letter of Commendation with authority to wear the Commendation Ribbon on 21 March 1946.

In June 1946, he again assumed duty at Coast Guard Headquarters as Chief, Aviation Division, performing that duty until February 1947, when he assumed command of the Coast Guard Air Station, St. Petersburg, Fla. In January 1950, he was ordered to the 14th Coast Guard District, Honolulu, T. H., for duty as Chief, Search and Rescue Section, Aviator and Public Information Officer. It was while on this assignment that he was stricken with a fatal heart attack on 12 November 1952.

Captain Sinton was married in September 1931 to the former Judy Avery of Groton, Conn., and was the father of

three children, Mrs. Eric Emile Wagner, William Jack, 14, and Christopher Avery, 8. They made their home in Coast Guard quarters, Wailupe, Honolulu, Oahu. T. H. Captain Sinton's mother, Mrs. Edith Shouler Sinton, and brother, John Joseph, live at 20 Schumacher Drive, Bristol, Pa.

At the time of his death, Captain Sinton had completed nearly 23 years of service. He was a member of the Quiet Birdmen, B. P. O. E., and Sigma Chi fraternity. In addition to the awards mentioned above, Captain Sinton was entitled to wear the American Defense Service, American Area, Asiatic-Pacific Area and World War II Victory medals.

18 ADCs (AP) Promoted To Grade of Ensign

Nineteen enlisted aviation pilots have been promoted to ensigns for temporary service, it was announced recently by the Commandant. November 5 was established as the effective date for rank and pay purposes.

While most of the enlisted aviation pilots had applied for promotion, the selection board sitting to make the choice believed only 19 were qualified for the commissioned officer status. However, those men who were not chosen or did not apply for officer status will continue in their enlisted category.

The Coast Guard is following the Navy policy pattern of gradually eliminating the enlisted pilot's rating by promotions and nonreplacements.

The following ADCs were appointed ensign: Donald H. R. Frazer, William K. Cooper, Christian A. Weizel, Gerald M. Davis, Fred M. Guild, Jr., Luther C. Knight, John A. Olsen, Vernon C. Fleck, Ellis P. Ward, John A. McCullough, Jr., Charles C. Colmer, Benjamin F. Weems, Edward E. Walker, Norman J. Wirsching, Donald A. Nystrom, LeRoy F. Lander, and Donald Cobaugh.

Fourteen ADCs (AP) now remain on active duty in the service.



SCENES OF THE FOUR WEEKS' small arms training program held at Ft. Knox, Ky., for 2d District Coast Guardsmen. Top picture is of the permanent detail of 4 officers and 15 enlisted men who served as instructors for the period. The officers shown in the back row are, left to right, CDR C. R. Couser, LCDR I. D. Bratcher (R), range officer, LT W. R. McCune, assistant range officer and Chief Boatswain Samuel Henson, pit officer. Lower picture shows some of the trainees familiarizing themselves with the M-1 rifle and its use in a prone position.

Recent Assignment Changes

Recent assignment changes include the transfer of CAPT John F. Harding from the Third District to SAR Group, Argenta, NFld as group commander; CAPT Gordan P. McGowan from CIN-CFE, Tokyo to Ryukyuan Command as

staff adviser; CAPT Richard E. Morell from the Thirteenth District to the CGC *Northwind* as commanding officer; CAPT Quentin M. Greeley from COTP, Astoria, Oregon, to COTP Portland, Oregon, as CO; CAPT Hans F. Slace, COTP, Portland, to First District as director of district reserve, and CAPT George I. Holt from the Seventh to the Third District.

LT Thomas J. E. Crotty Commended by SecNavy

The Honorable Dan A. Kimball, Secretary of the Navy, has posthumously commended LT Thomas J. E. Crotty (deceased), for outstanding service in connection with operations against the enemy Japanese forces in the Pacific war area from October 1941 to May 1942.

Some time around 6 or 7 May 1942, LT Crotty was taken a prisoner of war by the Japanese upon the capitulation of the forts in the Manila Bay area, and is now legally presumed to be dead inasmuch as no official record of his death or prison incarceration have been found.

LT Crotty, arrived on the Navy Yard, Cavite, about 6 weeks prior to the date of Pearl Harbor; he was attached then to the inshore patrol headquarters of the Sixteenth Naval District at Cavite.

He continued on these duties until the afternoon of 10 December 1941, when the Cavite Yard was bombed and destroyed by the resulting fires. However, he continued to perform duties at the Navy Yard area, but when the evacuation of Manila and Cavite areas became necessary on 24 December, he, because of his special qualifications in handling explosives, supervised the demolition of the USS *Sea Lion* and other naval, military, and important civilian establishments in order that they might not fall into the hands of the enemy.

It is believed that LT Crotty arrived at Fort Mills on Corregidor the afternoon of 25 or 26 December. He accompanied an expedition to Sangley Point shortly before the Japanese occupation of Cavite Province and Manila. It was again in connection with special demolition work that, while he was attached to the Naval units at Fort Mills he worked with the guard battalion of naval headquarters.

Then for a period of about 6 weeks during February and March, LT Crotty was attached to the USS *Quail* as executive officer. In this capacity he assisted with the regular sweeping of the channel through mine fields, which made the servicing of submarines possible. The *Quail* at this time also bombarded the

west coast of Bataan, thereby greatly assisting the naval battalion in the Mari-vales area to overcome a strong Jap landing force that had landed on the flank of General Wainwright's corps area and threatened to sever the lines of supplies for this organization.

Later LT Crotty returned to Fort Mills for duty with the naval units in the latter part of March, at which time he became adjutant of the headquarters guard battalion of the Sixteenth Naval District headquarters. That company at the time consisted of about 1,000 naval enlisted men who had been on duty in the Manila Bay area prior to its general evacuation to Fort Mills. It was in this capacity that LT Crotty continued to serve until the capitulation of the Manila Bay Area. It is from this point in his career that LT Crotty's official record is a blank.

According to official records, LT Crotty was the only Coast Guardsman to be a Japanese prisoner of war during World War II.

"Coast Guard Academy"

(*World-Telegram and Sun*)

"This fall's term starts the 75th year of the U. S. Coast Guard Academy. It was back in 1877 that the first class of nine cadets were placed aboard a schooner in Baltimore. That constituted the academy in those days. Today it is represented by a modern academic establishment covering 45 acres on the banks of the Thames River at New London.

"Not too many people realize that just like Secretary of the Army Pace and Secretary of the Navy Kimball, Secretary of the Treasury Snyder has a full-fledged service school for which to root. Actually this seagoing armed force antedates the Navy, having been founded by Alexander Hamilton in 1790. And its services to the country in coastal waters, on the high seas, and in recent years, in the air, have been vital.

"Training of officers for this service is an important job. So, at the start of its 75th academic year, we wish the Coast Guard Academy smooth sailing."



TWO WEBERS, FATHER AND SON, are now in the Coast Guard as Curtiss R. Weber, 19 (second from left) and a friend, James L. Sloan, 19, both of Pleasant Hill, Mo., are sworn into the service while Weber's father, Chief Engineman Jack R. Weber, a veteran of 10 years' service, looks on. BOSN Scarborough administers the oath. Chief Weber is presently on duty at the Base, Portsmouth, Va. The boys are now at Cape May for their 13 weeks of intensive recruit training.

New Instructions Issued Re Transfers for Discharge

New instructions now being prepared for inclusion in the Personnel Manual will permit enlisted personnel serving outside the continental limits of the United States and eligible for discharge under honorable conditions to be transferred to the nearest district office within the CONLUS for further transfer to the District office nearest the place to which the dischargee has elected to receive mileage allowance on discharge with such compensatory absence and/or leave en route.

Heretofore Personnel Circular No. 19-48 required such enlisted personnel serving outside CONLUS to be transferred only to the nearest district office within the CONLUS for discharge.

The new instructions will also provide the following: selection of the place to which mileage allowance is elected to be

received shall be made prior to transfer and will be entered on the administrative page of the service record over the signature of the dischargee; transfers must be made in sufficient time to report at the discharging district at least 2 days prior to the date of eligibility for discharge; a person will not be retained beyond the expiration of enlistment solely for the purpose of taking leave or compensatory absence.

4,200 See Wesleyan Game

This year's Homecoming Day, 11 October, at the Coast Guard Academy brought back the largest number of alumni in history which swelled the attendance at the Wesleyan-Academy football game to 4,200 people, the largest group ever to see a game at Jones Field. VADM H. G. Hamlet (Ret), a former superintendent and commandant, took the review of the cadet battalion.

Shipping Commissioner Retires After 30 Years Duty

A well known veteran of the Seattle waterfront, Chief Warrant Officer Norman E. Thurlow, Chief Deputy Shipping Commissioner, retired last month after 30 years of government service.



CWO Norman E.
Thurlow.

Thurlow entered the office of the Shipping Commissioner when the honorable Frederick M. Lathe was the Shipping Commissioner and the office was under the Bureau of Navigation. Old timers will remember that the office at that time was on the old

Grand Trunk Dock at the foot of Marion Street.

In recognition of his many years as Deputy Shipping Commissioner, Thurlow was given a commission in the Coast Guard after the office was made a unit of that service. He was promoted to Chief Deputy in 1950.

Mr. Thurlow is a native of Seattle and started his schooling at the Old Denny School on top of the hill which stood in the present Denny regrade district. Moving to West Seattle with his parents, the late Mr. and Mrs. Ernest M. Thurlow, in 1905 he continued his schooling in that district and later attended the University of Washington. His first service was with the U. S. Marines during the First World War.

Warrant Officer Victor V. Keifer, another veteran of the office, has taken over Thurlow's duties as Chief Deputy Shipping Commissioner.

EDITOR'S NOTE.—CHSCLK Thurlow died on 27 November shortly after this article was set in type.

During the month of October there were 74 men in the ROTS at New London of which 61 were officer candidates and 13 OIMS.

186 Men of 2d District Train at Fort Knox, Ky.

Extensive small arms training held annually for the last 3 years at Fort Knox, Ky., and again this year, gave 186 Coast Guardsmen an idea of what a soldier's life could be like.

Sixteen enlisted men and two officers, acting as instructors for the entire program, departed St. Louis for Fort Knox, 1 September, 5 days before the first of two groups of Second District trainees arrived.

The training groups, composed of men from various ships and stations in the district, arrived 2 weeks later to begin their one-half month drills.

Under the eyes of these officers: CDR C. R. Couser, Commanding Officer of the Range Details; LCDR I. D. Bratcher (R), Range Officer; and CBOSN Samuel Henson, Jr., the Coast Guardsmen were better able to familiarize themselves with a soldier's military-wise techniques.

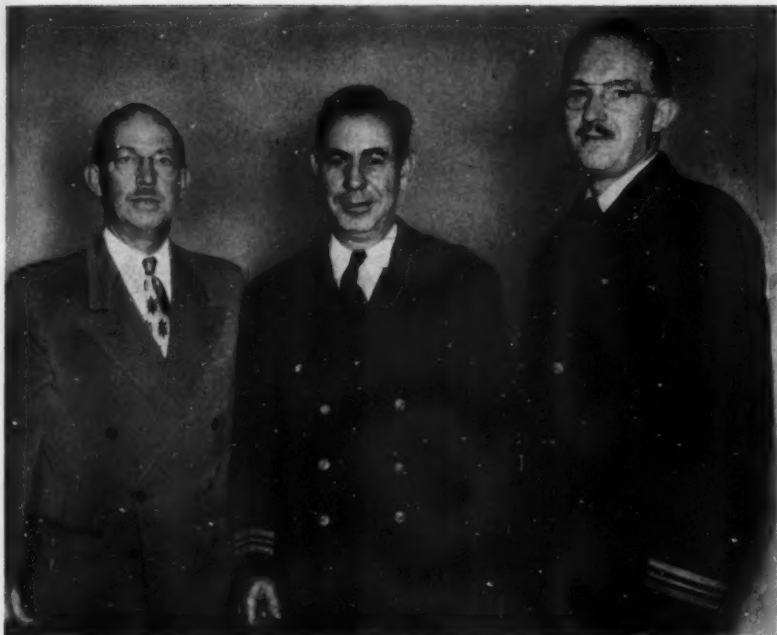
Second Lieutenant David W. Lee, USA, and a detail of Army enlisted men provided by Fort Knox's G-3 section, aided the temporarily land-based sailors in gruelling bayonet drills.

Actual work on the firing line was done with the M-1 rifle, the carbine, the Thompson submachine gun, the .45 caliber pistol and the incomparable "Grease Gun."

Exact scores of all men firing the M-1 and the .45 were kept. On the M-1 8 fired expert; 23 shot sharpshooter; while 48 edged into the marksman class. Using the .45, 8 men shot expert; 9 hit sharpshooter; and 38 scored in the marksman range.

To supplement the firing line details, the Coast Guard line throwing gun was displayed, explained, and put to use. This was done in case the men were ever called upon to rig a "breeches buoy" between ships or ship to shore; and for passing mail or fueling lines between ships at sea.

Drills in the manual of arms, marching and military courtesy were also included in the curriculum.



THE NEW OFFICERS of the 5th District Auxiliary organization pose for their pictures following a district-wide meeting held recently in Norfolk. Above are, left to right, Commodore Richard M. Patterson of Richmond, Va., Vice-Commodore Allan A. Canrey of Washington, and Rear-Commodore Bernard F. Owens of Baltimore.

Treated Rope Now Saves Coast Guard \$30,000 Yearly

A fatal accident, caused by deteriorated rope, led to an estimated \$30,000 yearly saving for the Coast Guard.

In 1948 a Coast Guardsman, being lowered in a small boat, was killed when one of the lowering lines parted. The defective line was thought to be brand new.

A subsequent investigation revealed that although the rope had been used only a few times, a lengthy storage period had caused it to deteriorate.

Antideterioration formulas were studied, but they made the rope too sticky and stiff to use. Then a new fungacidal treatment, based on wartime experiments to prevent deterioration in tropical climates, was found to combat successfully dry rot and considerably lengthen the life of the rope. The new treatment has

greatly reduced Coast Guard rope consumption and has resulted in the \$30,000 saving.

To insure further savings and safety, all Coast Guard rope must now show its manufacture date so that old rope may be used up before new, thus preventing lengthy storage periods.

Some Extra Copies Available

More often than not, after an issue's printing, there are extra copies of the Coast Guard *Bulletin* available to those who have a particular interest in having them. But they will be distributed on a first-come, first-served basis so send in your requests for extras to The Commandant (CPI), U. S. Coast Guard Headquarters, Washington 25, D. C., as soon as possible after each issue.

Ex-Servicemen Have 120 Days to Consider Insurance

Coast Guardsmen being separated from the service have 120 days to take action on their Government life insurance, the Veterans' Administration has announced. This should be done through the nearest VA district office.

In order to provide better service, the VA will transfer the serviceman's account, after he is separated, to the district office maintaining jurisdiction over the address listed on the man's DD 214, "Notice of Separation."

The account will normally remain in that office permanently, regardless of changes of address by the veteran. However, under the following circumstances, the account will be transferred elsewhere:

(1) If the veteran moves to a foreign country or reenters the service and pays premiums by allotment, his account will be transferred to the central office in Washington.

(2) If the veteran receives benefit payments, his account will be handled by the district office having jurisdiction over the area in which the VA office making the payment is located.

(3) If the veteran makes payment by allotment, his account will continue to be handled in Washington.

Correspondence pertaining to the older-type United States Government Life Insurance should be submitted to the Veterans Administration, Washington 25, D. C., as in the past.

Personnel are advised to get in touch with their nearest VA office for further details as soon as they are separated from service. The five district offices of the VA and the territory under their jurisdiction are:

VA District Office, 441 W. Peachtree St., Atlanta—Ala., Fla., Ga., S. C., and Tenn.

VA District Office, 1114 Commerce St., Dallas 2—La., Miss., and Texas.

VA Center, Denver Federal Center, Denver 1, Colo.—Ariz., Ark., Calif., Colo., Kans., Mo., Nev., N. Mex., Okla., Utah, Wyo., and Hawaii.

P. O. Box 8079 (5000 Wissahickon Ave.) Philadelphia 1—Conn., Del., D. C., Ky., Maine, Md., Mass., Mich., N. H., N. J., N. Y., N. C., Ohio, Pa., Rhode Island, Vt., Va., W. Va., Puerto Rico and Virgin Islands.

VA Center, Ft. Snelling, St. Paul 11, Minn.—Alaska, Idaho, Ill., Ind., Iowa, Minn., Montana, Neb., N. Dak., Oreg., S. D., Wash., and Wis.

Modern Equipment Will Replace St. John's LS

A shore based light, radio-beacon and fog signal station near the mouth of the St. John's River will soon replace the present St. John's lightship, according to present plans.

While preliminary plans for the station were complicated by the possibility that the light and radiobeacon towers might prove a hazard to military planes landing and taking off from nearby Jacksonville Naval Air Station, these problems have now been resolved and clearance has been obtained from the Navy Department.

The station will include a light and equipment building on the shore line about one-half mile south of St. John's River. The radiobeacon will be adjacent to the south jetty near its intersection with coastal shore line. The fog signal will be installed on a marine structure near the seaward terminus of the south jetty, approximately one mile offshore. Both will be remotely controlled from the equipment building at the light.

Recently members of the Fort Point Lifeboat Station in the 12th District noticed a Sea Scout monomoy sailboat with nine persons aboard cruising with what appeared to be too much sail for the existing breeze, consequently the look-out was told to keep a close check on the small vessel. Just 14 minutes later the boat capsized and in 12 minutes the station's 38-footer was removing the Sea Scouts from the water. Alertness to possible danger seems always to pay with worthwhile dividends.



MATTERS OF ORGANIZATION are discussed here by LCDR Donald C. Davis (R) (left) and LCDR George Johnson (R) (right) who have been designated CO and XO, respectively, of the new Salem, Mass. ORTUPS unit whose complement has been set at seven officers and 44 enlisted men. The Reserve unit will hold weekly drills at the Salem Naval Reserve Training Center in Salem.

Storekeeper Third Course Revised by CG Institute

A third edition of Storekeeper Third Class is now ready for issue by the Coast Guard Institute. The course covers the basic information required for the potential storekeeper, third class, and has been brought up to date with the latest revision.

Chapter 2 of the course is the Navy Correspondence Manual, as amended, which governs the preparation of official correspondence for the Coast Guard. In Chapter 3 instructions have been incorporated for preparation of the Military

Pay Record (form DD113) and the Military Pay Record Order (form DD114).

Lessons and titles of the text are as follows: (1) Publications and Service Records; (2) Correspondence and Filing; (3) Fundamentals of Pay; (4) Pay Record—Money Lists; (5) Travel, and Transportation of HHE; (6) Clothing and Small stores; (7) Commissary; (8) Requisitions and Invoices; (9) Procurement and Purchase Vouchers; (10) Public Property and Surveys; (11) Shipments, Stowage, Weights and Measures.

With the publication of the Third Edition, the Institute has discontinued issuance of the present second edition.

New Zealanders' 14,000 Mile Cruise Helped by CG

A family of four sailing from New Zealand to Boston in a 48-foot ketch got a warm welcome to the United States from the Coast Guard last month (Oct.), offsetting some unkindly Florida weather and a spectacular fire that smogged in the official greeting in Boston Harbor at the climax of the cruise.

Dr. Thomas R. A. Davis, a New Zealand physician, his wife and two children, and a crew of two, set out from their home in the small boat to accept a scholarship awarded to the doctor at Harvard University's School of Public Health in Boston.

The family covered the 14,000 miles in 156 days—the last weeks of which were speeded and aided by the Coast Guard and the Coast Guard Auxiliary through hurricane and smoke.

Commander, 7th Coast Guard District, greeted the Davis' vessel, the *Miru*, in Miami on 9 October, and the craft departed for Boston after handshakes all around. On the following day, Fred DeMotte, a Coast Guard Auxiliarist and owner of "ham" radio station W4RWM at Daytona Beach, Fla., reported to the 7th District he had been in contact with the *Miru*. Dr. Davis had his own "ham" outfit aboard. The *Miru* radioed she was in heavy seas and heading for the Intracoastal Waterway at Moorehead City, N. C., for an easier passage "inside."

A week later, friends of the doctor in Boston expressed concern about his safety. There had been no further reports. The Coast Guard was requested to locate the *Miru* and the 3d, 5th, and 7th Coast Guard Districts were alerted.

Mr. DeMotte, in contact by radio again with the 7th District, alerted 21 additional "ham" radio stations to stand by on the 75-meter band. Together, they monitored 3,840 Kc. for 36 hours, transmitting calls to the *Miru* for a 5-minute period every half hour. Contact with the 7th District was maintained through W4DRD, owned by Richard L. Smith of Miami.

No contact was ever made with the

Miru, but the alert was secured when the boat was finally located safely riding out hurricane winds at St. Simons Island, Ga.

Under way again after the storm, Dr. Davis picked up radio contact with Stewart Perry, a Boston-area "ham" and a former member of the Coast Guard Auxiliary in Winthrop, Mass. Weeks later off Bug Light in outer Boston Harbor, Mr. Perry went aboard the *Miru* to greet Dr. Davis face to face after days of intermittent radio conversations.

Officials scheduled to meet the *Miru* meanwhile, were called to Boston's Union Wharf, ablaze in a \$250,000 waterfront fire that injured 75 firemen and diverted all available city, Coast Guard, and Navy craft in the area.

Creeping into a strange harbor in dense smoke, the *Miru* was met instead by Boston Auxiliarists aboard their own motorboat and conducted through the lock to Charles River Basin. There the Davises finally were properly welcomed to Boston by a delegation of Harvard officials and reporters. They were tired, weathered, and "smoked" to a turn, but sure of their friendship for the U. S. Coast Guard.

New Auxiliary Air Flotilla for 5th District

A new all-aviation flotilla of the U. S. Coast Guard Auxiliary was sworn in 19 October in ceremonies at CGAS Elizabeth City, N. C. Designated Flotilla 62 under the 5th Coast Guard District Auxiliary, the new group has 21 members and 11 private aircraft.

Three airplanes from another 5th District Auxiliary air flotilla at Friendship International Airport, Glen Burnie, Md., flew down for the installation. Guests at the ceremony included CAPT Nathaniel Fulford, Chief, Director of the Auxiliary at Headquarters, and CDR C. M. Speight, Director of Auxiliary in the 5th District.

Due to publicity received by the flying group, boat owners in the Elizabeth City area have become interested in forming another flotilla there.

RETIREMENTS

Effective 1 Nov.

AGE 62

George D. Skone (X) CDR—CDR
Leon E. Dupre SCLK—SCLK

PHYSICAL DISABILITY

Raymond C. Vose (X) CAPT—CAPT*
Roxie R. Chayne LTJG—LTJG*
Thomas F. Stapleton CHPCLK—
CHPCLK*

OVER 30 YEARS' SERVICE

Edward E. Hahn, Jr. CAPT—CAPT

RESIGNATION

William G. Norton BOSN (Effective
5 Aug. 1952)

(Ranks are present and retired status.)

*May be advanced on retired list to highest grade satisfactorily held.

Five Coast Guardsmen Killed in Two Air Crashes

Five Coast Guardsmen were killed during the middle of November in air crashes that occurred within 48 hours of each other but in widely separated parts of the world.

On 11 November a PBY6AG fell shortly after takeoff from the Naval Air Station at Agana, Guam, during night training killing LCDR Robert S. McLendon, the pilot; LT Milton L. McGregor, copilot; Beltz, Russell W., SKSP, a passenger; and injuring Toop, Gerald J., AD3P and Plunkett, Bob L., AL3P. The aircraft was totally destroyed by the crash.

At Beverly, Mass., a HTL helicopter from the Salem Air Base crashed carrying CDR Joseph F. McCue, CO of the Salem Base, and White, Henry J., ADI, to their deaths. The accident which occurred within 300 yards of Commander McCue's Beverly home demolished the helicopter.

Comdt's Appreciation For Million Mile Record

The Commandant has expressed an appreciation for services of Padfield, William ENC (Ret), for Padfield's excellent services throughout his career in the Coast Guard, particularly during the past 15 years while assigned as a driver of motor vehicles at the Coast Guard Yard, Curtis Bay.

During his career, Padfield attained the "enviable record of having driven a million miles without a single accident or traffic violation of any kind."

The appreciation also read in part, "You have driven all types of motor vehicles from the largest trucks to jeeps and fine passenger cars, through all kinds of weather, in the United States and Canada, often under the stress of emergency or hazardous conditions. During all of these missions you have demonstrated expertness in driving, and complete dependability in safeguarding passengers and valuable property."

New GM3 Course Is Now Ready for Issuance

The second edition of the Gunner's Mate Third course has just been issued by the Coast Guard Institute which has announced, at the same time, that the present course, or first edition of GM3, is being discontinued. Applications for enrollment in the new course are being accepted now.

Lessons and titles comprising the second edition are: (1) Basic Machines; (2) Tools; (3) Electricity; (4) Electricity—2; (5) Introduction to Ordnance—Guns, Elements of Modern Naval Gun; (6) Introduction to Ordnance—Ordnance Construction, Lubrication and Maintenance; (7) Magazines and Ammunition; (8) Blueprint Reading; (9) Small Arms—Small Arms and Rifle, caliber .30; (10) Small Arms—.45 cal. pistol and .30 caliber carbine; (11) 20 MM gun; (12) 3"/50 caliber gun; (13) Elementary Hydraulics; (14) ASW Equipment and (15) Fire Control.

Reservist Saves a Life By New Resuscitation Method

Quick action and effective use by a young reservist of the new system of artificial respiration recently adopted by the armed forces saved the life of a 13-year old boy last month.

At approximately 1355 on 9 August, Robert B. White, 20, SR, serving the last day of a 2-week active training tour at ORTUPS, Miami, was one of a group of reservists who heard the cries of Ray Couvillon, 15, and Robert Favallora, 13, that their swimming companion, Billy Robertson, 13, had disappeared beneath the surface of the Bayou St. John.

The fully clothed White dived into the water and located young Robertson's body on a fifth surface dive in about 5 feet of water. The boy had been submerged for four minutes and had completely stopped breathing.

White immediately applied artificial respiration by the back pressure and arm lift method which he had learned only the day before.

By the time the police emergency truck had arrived on the scene, Robertson was breathing. Then police administered oxygen to revive the boy.

Service Deaths

- KEEN, Chas. Morris, BM1c (Ret), 20 Oct., cause not known; NOK: Alinda G. Keen (widow), Ocean View, Del.
- SINGER, John A., BM1c (L) (Ret), 8 Oct., at home—Palacios, Texas. NOK: Mrs. Christine Singer (widow) Box 463 Palacios, Tex.
- BENDER, John J., Jr., BM1c, 23 Oct., motor vehicle accident, CGD Seventeen; NOK: Mary J. Bender (widow) Rt. 9, Box 459, Louisville, Ky.
- WEBBER, Wm. W., CMACH (Ret), 16 Oct., VA Hospital, Buffalo; NOK: Frances E. Smith (widow) 814 S. Tenn. Ave., Lakeland, Fla.
- HUGHES, Guy J., EN2, 30 Oct., drowned off CGC *Sweetgum*; NOK: Billie S. Hughes (widow) 833 Va. St., Jacksonville, Fla.
- DIXON, Robt. A., Master (FLHS) (Ret), 21 Oct., natural, Norfolk; NOK: Mrs. Robert A. Dixon (widow) 125 Carolina Ave., Ingleside, Norfolk.
- SELLERS, Horace (n), SN, 16 Oct., drowned at Berkley Moorings, CGC *Chincoteague*; NOK: Mrs. Annie Sellers (mother) Rt. 1, Orrum, N. C.
- BROWNLEY, Ernest J. (LHS) 1st Off. (Ret), 1 Nov., unknown cause; NOK: Mrs. Katherine A. Brownley (widow) 516 S. St., Portsmouth, Va.
- SANDE, Lars A., LCDR (Ret), unknown cause; NOK: Viola E. Sande (widow) 20 Philmont Ave., Cranston, R. I.
- AUSTIN, Olen W., BMC (Ret), 4 Oct., Marine Hospital, Norfolk; NOK: Mrs. Emeline Austin (widow) Box 68, Hatteras, N. C.
- McGREGOR, Milton L., LT, 11 Nov., aircraft crash, Guam; NOK: Mrs. Carolyn S. McGregor (widow) 112 South I. St., Madera, Cal.
- BELTZ, Russell W., SK3 (P), 11 Nov., aircraft crash, Guam, CGC *Newell*; NOK: Clara B. Flynn (mother) 516 N. 7th St., Council Bluffs, Ia.
- McLENDON, Roberts S., LCDR, 11 Nov., aircraft crash, Guam; NOK: Mrs. Alice McLendon (widow) Clayton, Mo.
- WHITE, Henry J., AD1, 13 Nov., helicopter crash, Beverly, Mass., CGAS Salem; NOK: Jennie O. White (widow) 710 Oak St., Elizabeth City, N. C.
- NISSSEN, Carl Mathews, FN/EN, 17 Oct., drowned off duty, CG-83529; NOK: Freida E. Nissen (stepmother) Rt. 1, Elgin, Neb.
- KINCAID, Aubrey J., SN, 21 Oct., natural, Corpus Christi, CGC *Triton*; NOK: Maybelle Klemin (mother) 2727 7th St., North Sacramento.
- PINDER, James B., Keeper (LHS) (Ret), 24 August, cause not known; NOK: Edison Pinder (son) 613 Olivia St., Key West, Fla.
- BEARSE, Clarkson P., Surfman (FLSS), 7 Oct., cause not known; NOK: Annie G. Bearse (widow) Freeman St., Harwich Post, Mass.

MARTIN, George K., LCDR (Ret), 11 Nov., Navy Hospital, Newport, R. I.; NOK: Frances M. Martin (widow) 82 High St., Bristol, R. I.

SINTON, Wm. E., CAPT, 12 Nov., heart attack, Honolulu; NOK: Judy A. Sinton (widow) Groton, Conn.

McCUE, Jos. F., CDR, 13 Nov., helicopter crash, Beverly, Mass., CGC 1; NOK: Ethel M. McCue (widow) 27 Foster Dr., Beverly, Mass.

Sixty-two Organized Reserve Units Authorized

As of the present time there are 62 Coast Guard Reserve Organized Units authorized. Of this number, 45 are OTUPS and 17 ORTAGS. The first ORTAGS were established simultaneously at Los Angeles and Brooklyn, N. Y. on 11 November 1950.

The most recently authorized units are at Rochester, N. Y.; Tiburon, Calif.; Salem, Mass.; North Hollywood, Calif.; and Phoenix, Ariz.

Changes Are Made in MP Operator's School

The 4 weeks' course formerly given at the Motion Picture Operator's Schools at the Naval Training Centers, Norfolk and San Diego, has been discontinued, according to an announcement from the Navy Department.

The course has been changed to two classes of 2 weeks each, one class for 16 mm and one class for 35 mm. Applications, when made, should include requests for both classes so that orders may specify 2 weeks training for 16 mm and 2 weeks training for 35 mm.

Private Contracting Job

It was erroneously stated in the October issue of the Bulletin, that the Coast Guard Yard had built other small boats aside from the 10½ foot dinghy. This is not true as the other types were built by private contractors. At the present time, the Anchorage Plastics Corporation of Warren, R. I., is building four more 26 Knockabout class sailboats for the Academy.

ENLISTED RETIREMENTS

Physical Disability Retirements

1 August-1 November 1952

BEVERLY, Ralph Harry (272-771) TA
BRAMLETT, Percy Freeman (289-187)
SN (SK)

BROOKS, Robert William (284-840) FN
BUSCEMI, Libero (101-587) HMC
CIAMPA, Alfred (102-022) BT1
CICCIA, Joseph Francis (268-034) RM2
CRUTHIRDS, Erie Willie (280-159) FN
DEWBERRY, George Felton (266-553)
AD2

ELBERT, Charles Molhusen, Jr. (289-307) SA

FONSECA, Daniel Edward (285-640)
SN

FULCHER, Josephus Haden (103-759)
BMLC

HALLOWELL, Carrol Abisha (107-044)
BML2

KIMINKI, Orvie Arthur (221-035) DCC
LARSON, John Gustav (106-152) CSC

LEVENDOSKI, Leo (106-333) BMLC
LEWIS, Clifton Lee (106-347) BMLC

MARONEY, Richard Earl (272-084)
RM3

McCOLGAN, William Martin (284-056)
SA

MOORE, William Hedrick (211-063)
BML1

MORRIS, Chester Vern (107-544) DCC
PORTER, James (108-490) SD1

PREWITT, Lloyd Gene (286-537) BM2
SCOZZAFAVA, Louis Victor (277-001)

YNC (CR) (P)
STEELMAN, Joseph Dale (271-681)

MM1
ANDERSON, Alfred Malcolm (100-

187) BMC (AN)

DICKEY, Charles Edwin (259-146) BM2
DURGAN, Keith Francis (295-310) SN

HILL, Lawrence Eugene (286-759) FN
JUDD, Gary Clyde (295-403) SA

PILKINGTON, John Joseph, Jr., (268-672) SK3

SARGENT, Fred Fenley (283-254) SN
SOBCHAK, Donald John (262-832)

BM3 (P)

SPERO, William Herman (2080-150)
SA, USCGR
STELLNER, Clarence Edward (295-124)
SA (ESG)
FITZGERALD, John Dennis (284-144)
QM3
SIBOLD, Edward Wendell (267-725) CS3
ABBOTT, Dwight (277-353)—BM1 (P)
(ESG)
BRADSHAW, George Byrn (277-391)
MM2 (P)
DePETER, Joseph Aloysius (284-245)
QM3 (P)
DRINKHOUSE, Earl William (204-360)
HMC
HANLEY, James Joseph, Jr. (275) (532)
MM3
HOLMES, Mack Clarence (260-509)
RM1 (P)
LAFAYETTE, Norman Henry (285-127)
SN
MITCHELL, Max Merlin (280-260)
BM2 (ESG)
OTTO, Gaylord Erling (279-083) FA
PETERS, James Franklin (298-176) SA
SHELL, Benhard Cyrus (208-171) CSC
SMITH, Lester Lowell (100-695) ENC
WELLER, Ernest George (211-702)
ENL1 (AN)
EDGLEY, Gerry Lee (280-708) FN
FAUTH, Gary Edward (282-719) SN
LASH, Robert Royal (258-492) RM2
MARSHALL, Robert Walter (289-758)
TN
OLSEN, Walter Arthur (290-761) SA
SMITHWICK, Donnell Dugan (260-892)
SN
BRANTON, III, Charles Harry (298-851) SR
COX, Floyd Laria (281-545) SA
DAY, Robert Wellington, Jr. (273-341)
CS2
DUDLEY, Elmer (n) (103-095) BMC
GILL, Joseph Francis (272-065) ET3
(MPO)
HAZELLIEF, Amos Laverne (281-704)
EN2
HIGGINS, Robert Eugene (281-049) FN
HODGES, Wayne Benjamin (260-718)
BM1
JONES, Adolph, Jr. (274-162) FN
McKEE, Marvin Eugene (286-041) EN3
(P)

30-Year Service Retirements 1 August-1 November 1952

WARD, Edwin George (221-737) BM1
PEKKAIN, Anton (109-564) BMC
RYDLEWICZ, Frank Raymond (221-859) BMC

RECENT DIRECTIVES

MEMORANDUMS

AUXILIARY

No. 5-52—Standard Qualification Examination, Membership, CG Auxiliary; States conditions under which provisional members of the Auxiliary may become regular, and explains administration of the examinations.

FINANCE AND SUPPLY

No. 53-52—Liquidated damages on Coast Guard construction contracts; extension of contract performance time; adequate protection for the Government.

Finance and Supply #54-52—Subj: Utilization of stock funds allotted for use by supply centers and supply depots; instructions for; amendments to Finance and Supply Memorandum #18-52.

General Administration Memorandum #44-52—Subj: Security manual; distribution. Purpose is to standardize the distribution of the Navy Security Manual for Classified Matter, as amended for Coast Guard use.

No. 55-52—Renegotiation Act of 1951; information concerning. Purpose is to acquaint contracting officers with the necessity for reporting contract performance, and to establish procedure for compliance with the Renegotiation Act of 1951, PL 9, 82d Cong.

No. 57-52—Ordnance material transferred from Navy to Coast Guard; indirect costs of packing, handling and transportation; policy and procedures concerning. Purpose is to set forth procedure to be followed in the event

requests for payments of subjects costs are received from Navy shore establishments.

No. 58-52—Mustering Out Payments; budget information.

AIDS TO NAVIGATION

No. 8-52—Standardization of unlighted buoys—purpose is to announce adoption of a new series of unlighted buoys to replace the present types of unlighted buoys.

No. 9-52—Lighted Buoy Radar Reflection Program—outlines program for conversion of standard type lighted buoys to provide radar reflectors in the buoy tower structures and to incorporate these designs in all new construction of lighted buoys.

OPERATIONS

No. 62-52—Ammonium Sulphate Nitrate; loading and discharging of. Acts to reaffirm and to continue in effect the action heretofore taken by Commandant in promulgating ALDIST No. 27-52, the effective period for which expired 30 Sept. 1952.

No. 66-52—Plan for the Security Control of Air Traffic During a Military Emergency (SCAT).

COMMUNICATIONS

No. 11-52—Christmas Greeting Messages—Sets forth the conditions under which such greeting messages may be handled by CG communication facilities.

ENGINEERING

No. 24-52—Administration of Engineering Department on board ship. Outlines specific supplementary requirements for the administration of this department aboard vessels.

COMMANDANT'S

No. 21-52—Red Feather Campaigns of America. Emphasizes the Commandant's interest and support of the United Red Feather Campaign of America.

AVIATION

No. 23-52—ANC Manual, "Criteria for Standard Instrument Approach Procedures;" revision of.

MERCHANT MARINE SAFETY

No. 35-52—Merchant Vessel Regulations effective on 19 November 1952.

No. 36-52—Form CG-22801 (Rev. 10-52), Report of Marine Inspection Activities (Matériel); revised instructions, MMSM 1-3-2E.

No. 37-52—American Bureau of Shipping certificates; cargo gear and safety practices; notation of.

No. 33-52—Card Form 930B, Record of Examination of Cargo Vessel to Carry Persons in Addition to Crew; issuance of at time of annual inspection. Sets forth new instructions in regard to the issuance of card form CG 930B for the purpose of cutting down clerical work, both in the field and at HQ.

NAVAL ENGINEERING

No. 2-52—Ship's Characteristic Cards, form CG-2919 (Rev. 8-52). Gives instructions concerning the method and time of submitting these cards, the form of which has been revised.

No. 23-52—Lubricating oil test reports. Modifies the instructions contained in MEM No. 24-51 in regard to reporting of condemned lubricating oil and filters.

Reserves Receiving Indefinite Commissions

As one of the major changes in administration of the Coast Guard Reserve resulting from the Armed Forces Reserve Act of 1952, all Reserve officers will be tendered indefinite commissions.

Until passage of the new law all Coast Guard Reserve officers received three-year commissions which they had the option of renewing at the end of each period, provided they met physical and other requirements.

"For Meritorious Performance of Duty"—

The Commandant has awarded the Commendation Ribbon to:

LT RAYNER CLYDE BURKE—" * * * on 11 April 1952, while serving as commanding officer of the CGC *Bramble*, engaged in rescuing survivors of a Pan-American DC-4 plane which had ditched in the Atlantic Ocean, with 69 persons aboard, shortly after takeoff from San Juan, P. R. At the time the order was received for the *Bramble* to proceed and render assistance, she was in a "Dog" status for routine machinery overhaul. All machinery except one auxiliary generator, was cold and in various stages of disassembly. However, the effective manner in which Lieutenant BURKE had trained his crew enabled his vessel to change from "Dog" to "Able" status in 12 minutes, and, in 15 minutes, the vessel was underway and operating at top efficiency. Upon reaching the crash scene, the *Bramble* took aboard 10 survivors and transported them to shore for hospitalization. The expeditious departure of the *Bramble* to the crash scene, and the preparations made to succor survivors while the vessel was under way, is indicative of Lieutenant BURKE's forethought and sense of responsibility. His initiative, inspiring leadership and unwavering devotion to duty were in keeping with the highest traditions of the U. S. Coast Guard."

JAMES MORRIS TIERNEY, JR., PR1—" * * * on 11 April 1952, while serving as a crew member of a Coast Guard PBV-5AG plane engaged in rescuing survivors of a Pan-American DC-4 plane which had ditched in the Atlantic Ocean, with 69 persons aboard, shortly after takeoff from San Juan, P. R. The plane was landed near the survivors and a rubber life raft, with TIERNEY at the oars, was launched. Despite the difficulty of heavy seas and strong winds, he skillfully maneuvered the raft in shark-infested waters and succeeded in rescuing two survivors. TIERNEY continued to search until he and the survivors were picked up by the plane and transported to shore. TIERNEY's initiative, courage and unwavering devotion to duty were in keeping with the highest traditions of the U. S. Coast Guard."

CYRIL DAYTON KRING, MM—" * * * on 11 April 1952, while serving as engineering officer of the CGC *Bramble*, engaged in rescuing survivors of a Pan-American DC-4 plane which had ditched in the Atlantic Ocean, with 69 persons aboard, shortly after takeoff from San Juan, P. R. At the time the order was received for the *Bramble* to proceed and render assistance, she was in a "Dog" status for routine machinery overhaul. All machinery, except one auxiliary generator, was cold and in various stages of disassembly. All engineering ratings were immediately called to the engine room where, under the efficient supervision of Machinist KRING, they prepared the plant for getting underway, "on the double." Control of the vessel was turned over to the bridge in 12 minutes, and in 15 minutes, the vessel was underway and steaming at full speed. Machinist KRING's expert action in expediting the departure of his vessel resulted in ten survivors being taken aboard * * *

Letters of Commendation . . .

Letters of Commendation have been issued by the Commandant to Commander Niels P. Thomsen and Seaman Allen S. Waters.

In the letter to CDR Thomsen the Commandant commended him for "developing a device known as the mechanical chain stopper, which constitutes a material advance in buoy handling equipment, and which is now being installed on the majority of Coast Guard buoy tenders. The device, essentially a lockable hinge with a slot

to hold anchor chain, makes it possible to service buoys more rapidly, by fewer men, with greater safety. With working models and motion pictures produced at your own expense, demonstrations were held which resulted in a decision to service-test the device to determine its general applicability. These tests have now resulted in a program of installation on all tenders where the device is usable."

The letter to Seaman Walters commended him as follows:

"You were serving, on 12 February 1952, at the Coast Guard Depot, Coinjock, N. C., when you went to the assistance of a Coast Guard civilian employee whose clothing had been ignited while he was burning grass. Hearing the man scream, you immediately ran to his assistance and found him ablaze, clutching a fence for support. You broke his hold and began rolling him on the ground, at the same time tearing away his burning clothing. Before other persons arrived to assist, you had succeeded in extinguishing the flames. Although the burns sustained by the civilian employee were fatal, your alert and selfless actions were made at considerable risk of injury to yourself."

In the Line of Duty . . .

2d October 1952.

CAPTAIN E. H. THIELE, USCG

Senior CG Merchant Marine Detail Officer
London, W. 1.

DEAR SIR: On Thursday, 25 September, Captain A. L. Hunter, Master of our steamer, *Norwegian*, was taken seriously ill with a hemorrhage in mid-Atlantic while homeward bound from Montreal to the Bristol Channel. The Chief Officer radioed for medical assistance and received a reply from the Ocean Weather Ship "C" advising him to proceed towards the Weather Ship, which in the meantime would steam in his direction. The vessels were at that time about 100 miles apart.

The same evening Dr. Nicholson from the Weather Ship boarded the *Norwegian* from a small boat and, after examining Captain Hunter, recommended that he should be transferred to the Weather Ship for medical attention. This was done * * * the Commanding Officer of the Weather Ship informed us that Captain Hunter would be retained aboard and be transferred to the CGC *Rockaway* bound for Newfoundland. The *Norwegian* then proceeded on her voyage and reached Swansea yesterday morning.

Subsequently we were kept informed by the *Rockaway* regarding Captain Hunter's condition and learned later from our Agents at St. John's, N. F., that he was safely in the hospital and resting comfortably. We have since heard that his condition is satisfactory.

We should like to convey to the U. S. Coast Guard and to the commanding officers, doctors, and personnel of the Ocean Weather Ship "C" and of the CGC *Rockaway* our sincere thanks for the services which they have rendered to Captain Hunter and this company. These are in keeping with the fine traditions of the sea and their ready cooperation was no doubt instrumental in saving Captain Hunter's life.

You will no doubt let us know in due course what expenses have been incurred in rendering assistance to Captain Hunter so that we can make arrangements to refund those to the appropriate quarter.

Yours truly,

DONALDSON BROTHERS & BLACK, LTD.

/S/ FRED A. DONALDSON, MANAGING DIR.

Glasgow, C. I.

October 20, 1952.

COMMANDING OFFICER

*U. S. Coast Guard,
Cape May, N. J.*

DEAR COMMANDER: Please allow me, at this time, to say a word or two in behalf of Louis Taylor and his boys at Strathmere Station, for the mighty fine rescue they made last Friday a week ago, of a very dear friend of mine, connected with the motor vehicle department in Trenton, Mr. Earl Leonard, when he and his party's boat became disabled in the rough sea.

I am one of the men, who, through Congressman Millet Hand, worked so hard in keeping a crew at the Strathmere Station a few years ago, when it looked very much like we were going to lose it, and since that time, through the congressman, I have been instrumental in doing a couple of favors for the Coast Guard of Strathmere, and believe me it is always a pleasure. We people in Strathmere want you to know how thankful we are that the station is run in the manner in which it is, and that we can continue to feel secure in many, many ways for the fine service rendered by the guards.

Yours very truly,

/S/ JOHN J. DALGLIESH,
Strathmere, N. J.

October 16, 1952.

*Commanding Officer,
U. S. Coast Guard,
7th District,*

150 S. E. Third Avenue, Miami 32, Fla.

DEAR SIR: Many of our friends have told us of the splendid services being rendered by the Coast Guard in the Florida Gulf waters, but Mrs. Rowland and I never thought we would have the experience or the personal knowledge of this excellent service.

Day before yesterday we were fishing in the Gulf off Indian Rocks, about 10 miles out on the Coral Reefs. We had two friends with us in an 18 foot Lyman 65 hp. We followed the fish southward, much farther than we knew, until we were out in the Gulf 25 miles or more. We had no idea we had drifted so far southward with the wind and the tide. When we started back to the coast we found we were lost. At 5 p. m. we ran out of gas and had to anchor for the night.

Friends of ours notified the Coast Guard in St. Petersburg; although it was after 5 p. m. when they were notified, they immediately took planes out to search for us. However, since we had drifted so far south, they were unable to locate us that evening.

At 8 a. m. the next morning a Coast Guard plane flew over us and we flew a white flag to show it was a boat in distress. They circled us twice to let us know they had spotted us and would report us. At 10 a. m. we were picked up by a Coast Guard Auxillary yacht from Bradenton, owned by Theodore L. Chryst, and accompanied by a Mr. Harry Borns. They towed us to Anna Maria Island, where we regassed and were on our way back to St. Petersburg.

Mr. Chryst and Mr. Borns had to leave their regular work for the purpose of rescuing us, which we wish you to know we also appreciate.

We wish to thank you and the splendid folks with you for the service rendered us. We now know from personal experience the excellent, efficient, and prompt services the Coast Guard in Florida is rendering to those who may become distressed in the Gulf.

Thanking you, I am,

[S] GEO. A. ROWLAND, M. D.,
*14239 West Parsley Drive,
Madeira Beach, St. Petersburg, Fla.*

18 Graduate 21 November In 10th OCS Class

The tenth Officer Candidate Class graduated 21 November from the OCS at the Coast Guard Academy. Eighteen men were commissioned ensigns.

Those who graduated, their first duty station and their home address are as follows:

Alexander, Seymour	CGC <i>Castle Rock</i>	Jamaica, N. Y.
Byk, Herbert	<i>Duane</i>	New York, N. Y.
Calacci, Dominio J.	<i>Barataria</i>	Chicago Heights, Ill.
Ennis, Robert Lee	Houston, Texas (PSU)	Norfolk, Va.
Gallie, Robert B.	SS' at San Juan, P. R.	Los Angeles, Calif.
Green, Arthur A.	COTP, New York	Jamaica, N. Y.
Haldi, John R.	Port Chicago (PSU)	Atlanta, Ga.
Hughes, Victor C.	<i>Storis</i>	Bellingham, Wash.
Kawalkowski, Frank J.	Port Chicago (PSU)	San Francisco, Cal.
Kohn, Louis M.	Seattle (COTP)	University City, Mo.
Mallonee, Thomas S.	COTP, Philadelphia	Pikesville, Md.
McArdle, Frank, Jr.	<i>Coos Bay</i>	Williamsport, Pa.
McClure, Clifford F., Jr.	COTP, Norfolk	St. Louis, Mo.
Morton, Claiborne B.	<i>Forster</i>	Falls Church, Va.
Nellist, Merlyn A.	<i>Klamath</i>	Seattle, Wash.
Poyer, James B.	Long Beach (PSU)	Boulder, Colo.
Rahn, Edwin L.	<i>Bibb</i>	Schenectady, N. Y.
Young, William J.	COTP, Boston	Allentown, Pa.

Historical Supplement . . .

(Reprints from "THEY HAVE TO GO OUT")

Ten Cutters to Britain 1941

On April 5, 1941, the President authorized the Secretary of the Treasury to transfer under terms of the Lend-Lease Act, 10 250-foot cutters of the Coast Guard to the United Kingdom. Two of these, the *Pontchartrain*, renamed H. M. S. *Hartland*, and the *Sebago* renamed H. M. S. *Walney*, with British crews but flying the American flag and having on board American shock troops, forced the boom at the entrance of Oran Harbor, in North Africa, on November 8, 1942. Both were sunk. Another, the *Cayuga*, renamed H. M. S. *Tolland* was credited with sinking a German submarine on 29 November 1941, while a fourth, H. M. S. *Culver* (ex-*Mendota*) was torpedoed on 31 January 1952, with 13 survivors. Others served in escort groups in Indian and South African waters. Of the seven which remained at the end of the war, three had been returned under the terms of the Lend-Lease Act of February 1946, and of the other four, two had been damaged and were undergoing repair and two were still on active duty with British naval forces.

Greenland Patrol 1941-1946

When the Lend-Lease Act became law on March 11, 1941, the President on April 19, 1941, authorized the first Lend-Lease transfer of food to Great Britain. The Germans sent the great battleship *Bismarck*, in May 1941, to raid the British food bearing convoys. With her was the *Prinz Eugen* and a wolf-pack of submarines and their aim was to destroy the United Nation's supply line in the North Atlantic. On

the afternoon of 21 May 1941, eight east pound British ships were reported torpedoed in position 57°41' N., 41°29' W. Three Coast Guard cutters in the vicinity, the *Northland*, *Modoc*, and *General Greene*, were ordered to proceed to the scene to pick up survivors. The *Greene* brought in 39 of them and 120 were picked up by British rescue ships. Later the *Modoc* found itself in line of fire between the *Bismarck* and the British battleship *Hood*, both of which were eventually sunk; the *Hood* in this engagement and the *Bismarck* after a chase which followed. The President proclaimed a "full national emergency" on May 27, 1941.

Soon after this on 1 June 1941, the South Greenland Patrol was organized consisting of the cutters *Modoc*, *Comanche*, *Raritan*, and USS *Bowdoin*. Operating under the CNO in the area from Cape Brewster to Cape Farewell to Upernivik, Greenland, the patrol was under the command of LCDR H. G. Belford, USCG. On 7 June 1941 the President approved the "Basic Joint Army and Navy Plan for the Defense of Greenland" which provided for the establishment of the Northeast Greenland Patrol, operating under the CIC, United States Atlantic Fleet and the South Greenland Patrol, but directly under the CNO. On 1 July 1941, this Northeast Patrol was organized in Boston, under CDR E. H. Smith, USCG, and consisted of the *Northland*, *North Star*, and the USS *Bear*. On October 25, 1951, the two patrols were consolidated as the South Greenland Patrol under CDR Smith.

Greenland's geographical location in the Western Hemisphere and the United States' obligations to protect such territories, undertaken through the Act of Habana, in July 1940, created a vital interest in the control of this land. When Germany occupied Denmark on 9 April 1940, the threat of an unfriendly power occupying Greenland became acute. In May, the *Comanche* had proceeded to Godthaab, Greenland, via Ivigtut, transporting the first American Consul. Considerable concern was felt for the cryolite mine at Ivigtut and the United States agreed to sell the Greenland Administration armament for its defense. On 17 March 1941, the *Cayuga* had left Boston with the South Greenland Survey Expedition on board. This expedition operating under the State, War, Treasury, and Navy Departments, was instructed to locate and recommend air fields, seaplane bases, radio stations, meteorological stations, and aids to navigation and to furnish hydrographic information. On 9 April, the United States and Denmark signed an "Agreement Relating to the Defense of Greenland," which included Greenland in the United States system of cooperative hemispheric defense.

On 12 September 1941, the Norwegian sealer *Buskoe* was sighted by the Cutter *Northland*, outside the 3-mile limit off Hold-with-Hope heading for Mackenzie Bay, Greenland. The *North Star* had been informed earlier by some members of the Sledge Patrol that they had seen a strange steamer entering Young Sound and had radioed this information to Commander Edward H. Smith, USCG, who was proceeding to Young Sound to search for the vessel. On the 12th, the Patrol had discovered freshly landed supplies of German origin at Rudis Buft. On the same day CDR Smith sighted the *Buskoe* and took her into MacKenzie Bay to look her over. At first the 27 persons aboard, most of them Danish hunters and Norwegian trappers, claimed to be a fishing and hunting party. But after being questioned, they revealed that two sets of hunters had been dropped off, one with radio equipment, about 5 miles north. CDR Smith immediately ordered a prize crew from the *North Star* to be placed aboard the *Buskoe*, which was found to be equipped with a main transmitter of 50 watts and a portable transmitter of 40 watts, as well as receiving equipment. The vessel was believed to be engaged in sending weather reports to Axis controlled territory. The following night the *Northland* anchored in a fjord about 5 miles away and 12 men went ashore at midnight, capturing 3 German radiomen, their equipment and code. Secret instructions were found, including Hitler's plans for a radio station in the far north. The Coast Guard seizure of the *Buskoe* was the first naval capture of World War II.

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The Bulletin is published each month by the Public Information Division, United States Coast Guard Headquarters. Its purpose is to disseminate general information to the Service and service-connected activities. Wide circulation is desirable, but due to the limited number of copies available, distribution is necessarily restricted.

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Merry Christmas
and
Successful
New Year

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